

Things New and Striking Among the Many Shown

Studebaker Series 19 Entirely Different— Templar a Newcomer—Little Overland Displayed

Three new Studebaker models are on exhibition for the first time at the Palace. The cars are entirely different from all Studebakers that have gone before and have many outstanding features for cars of their price class. The Studebaker people have made their efforts to produce a complete line of cars for 1918 appealing to different classes of tastes and different sizes of pocketbooks.

The series 19 Studebaker cars are a light four of 35-horsepower, 112-inch wheel base, in a five-passenger touring car and two-passenger roadster, finished in Studebaker blue; a light six of 50-horsepower, 119-inch wheel base, in a five-passenger touring car, a two-passenger roadster and a four-passenger roadster, finished in blue or maroon; a big six of 70-horsepower, 126-inch wheel base, in a seven-passenger touring car, finished in chrome green or maroon.

The bodies of all three cars are of the full stream line type, low hung and clean cut. All three are swinging from the new model, and an automatic catch is provided for the front doors, permitting them to be held open for ventilating purposes without further adjustment or rattling.

The cars are continuous, with the advantage of increased body strength, the seat backs being designed to give double cowl effect. The slanting type of windshield has been adopted for all models.

What the Boards Carry

In the back of the front seat in both the big six and light six is a mahogany finished compartment for the carrying of gloves and other small articles. The instrument boards in the forward compartment of all cars are of pressed steel finished in mahogany. On the light six, speedometer, oil pressure gauge, ammeter, gas and air carburetor controls, speedometer and dash light (the latter with individual switch), also ignition and lighting switches. The light six and the light four are similarly equipped, except that the clock is omitted.

Folding into the back of the front seats in the big six are auxiliary seats over which leather curtains drop when they are not in use. These seats may be removed entirely if desired. The upholstery is all French pleated, giving a soft back and cushion. The new body design is used in the big six. There are as well two bevelled plate glass windows in the rear of the top. Fender design is different on all three cars, giving each model a distinctive appearance.

The general principles of design and construction employed in all three cars are similar. The stripped chassis at the Studebaker exhibit tells the story. The frame of the "bottle-neck" type is so shaped as to come directly under the edges of the body, giving it a continuous line of support at all points and making a short turning radius possible. Both front and rear springs, of semi-elliptic type, resulting in a neat spring suspension, better placing of the load and better riding and driving qualities. The rear axle is the semi-floating type, with Hotchkiss drive, spiral bevelled gears and complete equipment of Timken bearings. The flexibility of this method of propulsion is further aided by two universal joints in the propeller shaft and the Thermoid-Hardy flexible coupling between the transmission and the flywheel. The intermediate transmission is supported on a new type of sub-frame which also carries the rear motor supports and the battery.

Engines Are Block-Cast

In the engine all cylinders are cast in block. The big six is 8 1/2-inch bore by 6-inch stroke, 60-horsepower, with demountable head cylinders; the light six, 3 1/2-inch bore by 5-inch stroke, 50-horsepower, and the light four, 3 1/2-inch bore by 5-inch stroke, 35-horsepower. The motor supports and the flange at the base of the crankshaft are spread out, giving more rigid motor suspension and eliminating lateral vibration. The exhaust line leads forward from the rear of the motor, then down and back, thus eliminating the usual hot floor boards.

The poor grade of fuel of the present day has made it necessary for all automobile engineers to make a special study of the problem of carburetion. Increased fuel economy in the new models has been effected by the use of what is known as a "hot-spotted" manifold construction. This hot spot in most instances is simply a heated portion of the inlet manifold, over which the fuel mixture is carried. In the Studebaker a small area of the manifold, near the point of branching off, is kept very hot by contact with the exhaust manifold. This serves to vaporize the liquid particles of gasoline which are not properly atomized in the carburetor. This hot spot is effected in the two six-cylinder designs by leading a certain quantity of the hot exhaust gases into a jacket surrounding the intake manifold in the four-cylinder design by the position of the intake manifold itself, at the proper point directly under the exhaust pipe.

Thoroughly Tested

Before approving the new Studebaker cars for production experimental cars were driven 30,000 miles under the severest conditions, through the mountains and on country roads of the United States and Canada, and finally over the Chicago Speedway. To make assurance doubly sure, the experimental cars now on the Chicago Speedway will be kept running continuously until they negotiate 50,000 miles or more.

New Little Overland

Is Featured Exhibit

The new little car is the prominent feature of the Overland exhibit. The price has not yet been set, because the cost of production on an immense scale has not been fully determined. It is stated that it will establish a new level of value in the low-priced car field.

Work on the plans for the new car was begun more than a year ago. Light weight, short wheelbase, high road clearance, easy riding and good appearance were the qualities aimed at. The wheelbase is 100 inches. It is claimed for the car that the three-point cantilever spring suspension, which applies an old principle in a new way, gives the car the same suspension effect as a 130-inch wheelbase. Among other features in construction of a car of this type are electric starter, generator, horn, lights, and so on, and the sliding gear transmission. Mr. Willis points out that the car is no other completely equipped car at present in just this category.

Production on a big scale will not begin before summer. "We are building thirty cars now," said Mr. Willis. "These will be tested under climatic and driving conditions over probably 250,000 miles of road in the next sixty days. When we have

the reports of these tests we'll know just what to expect of the first 100,000 and will begin building from the road experience, the very first of the cars that go to the public."

Out of Cleveland Comes the Templar

The exhibit of the new Templar Motors Corporation, of Cleveland, includes three models and the Templar engine. The cars are finished in a variety of bright colors, such as Tiffany bronze, Allegheny blue and light wine, with black enameled fenders, splash guards and chassis, and natural wood wheels.

All three models are on the same chassis, which has a wheel base of 118 inches. The tire equipment is 32x4 Goodyear cord throughout. Each model is upholstered in leather, and the standard equipment includes motor meter, Warner auto-meter, spotlight, keyless auto-lock, Kellogg tire pump, windshield cleaner and Johnson bevel plate glass.

The open model has full "curtain" curtains, mounted to swing with the doors.

The Templar engine has overhead valve action, which is enclosed by an aluminum cover plate. The carburetor is mounted close to the cylinder casting, in which the intake manifold is cast integral and water-jacketed.

The engine is a very simple mechanical device located at the throat of the carburetor and connected with the now well-known ram's-horn manifold in such a manner as scientifically to crack up and mix the air with the fuel, and distribute it to all of the cylinders in such condition that a great percentage of the gasoline used is actually digested and made into super-lative power.

With the exception of the hot-spot, there is nothing new about the Chalmers engine, and there are just slight improvements about the car itself. A new type of Atwater-Kent ignition is being used. The brake on the propeller shaft has been removed, and both brakes are now on the rear wheels. Morse chains are employed in the front of the engine. A new cam shaft and mushroom tappet design has been developed, which is extremely quiet.

The speedometer is now driven by a pair of spiral gears entirely inclosed in the rear of the transmission. An eleven-tooth Bendix gear has been developed which gives a greater reduction between the starting motor and the flywheel and permits the use of a smaller and more compact starting motor.

The Standard Steel Car Company, makers of the Standard Eight, is the only manufacturer of motor cars which also manufactures the railroad rolling stock, which delivers automobiles to their destination. Not content with furnishing the railroads of the world with rolling stock, the officers of this company determined a few years ago to direct the structural skill of this organization to include the highly specialized field of fine motor car building.

Officers Drove Them

The first of the Standard Eights were built solely for officials of the Standard Steel Car Company. These men have subjected their cars to the roughest, hardest usage they could hammer them through. One need only ride with one of these men from Pittsburgh to Butler to get a faint but convincing idea of what that road forework of the Standard Eight must have been.

The makers of the Standard Eight, unlike those of any motor car built to-day, make their own steel. From the windows of the general office building you can see the bulwarks of railroad car wheels stretching in a tremendous phalanx; forged steel wheels; yard train crews loading dunes of these mighty wheels for the first leg of their journey to war-torn France.

The great majority of the men responsible for the Standard Eight were trained and taught in the Butler works, drawn from among the best fitted of the veteran steel makers.

New buildings are under construction for the work of the automobile department of the Standard Steel Car Company. And the Standard Eight plant ever since the day that this car was offered for sale has represented in relative miniature everything in equipment and thorough workmanship that the final plant will boast.

Extra long and wide springs, the wedge-shaped frame, the staggered cylinders and magneto ignition are distinguishing mechanical features of the Standard Eight. Having the highest horsepower per pound of car weight of any car in the eight-cylinder class accounts in large measure for its hill-climbing ability and acceleration powers on difficult grades without shifting gears.

The eighteen coats of paint which Standard Eight craftsmen lay upon the bodies of their cars illustrate another detail of finished work. So, too, the Wilton rugs that are under foot in the tonneau. And, again, the hand-tailored top. A single top is a day's work for two craftsmen.

Cadillac Hasn't Room For the Whole Line

The cut-open chassis, showing internal construction and operation, is a feature the Cadillac company adopted in the early days of the industry, in this year's exhibit gives the predominating effect of platinum and gold. The materials, however, are only those which go into the actual construction of the car, highly cleaned and polished.

The body styles exhibited include the seven-passenger touring car, the four-passenger sport model, the town limousine for four passengers and the town landulet of equal capacity.

Lack of space makes it impossible to exhibit the entire line, which, in addition to the above, consists of a roadster, a four-passenger convertible brougham, a five-passenger brougham, a seven-passenger limousine, a seven-passenger landulet and a seven-passenger imperial.

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Frame construction and engine design constitute its chief mechanical features. The engine, of the Brush type, can develop more than 45 horsepower and a speed of fifty-five miles an hour, and can be throttled down to two miles an hour on high speed.

Economy in fuel and oil consumption is aimed by introducing the gas into the cylinder through a hot-spot manifold, a variable supply lubricator system and overhead valves.

The frame structure uses thin steel stock of deep section. An extension of the frame in the rear gives support to the gasoline tank and extra tires and at the same time serves as a rear trunk bumper.

The possibility of body rattles, too, has been reduced by bolting the body directly to the frame without intervening sills, and by designing the deep-section frame so that no mud skirt is necessary between the running board and body.

Attractive Colorings In the Peerless Booth

The Peerless booths shown at Grand Central Palace are a seven-passenger touring car, a four-passenger roadster, a new type Peerless limousine, a Sedan, a four-passenger coupe and a sporting roadster.

The seven-passenger touring car is finished in Peerless green and black and its equipment is standard throughout. The new arrangement of cowl and glass front gives the car a racier appearance than heretofore. The skirting has been so designed that the side member of the platform spring suspension is completely obscured.

The four-passenger roadster is specially finished in medium orange. The

electric motor, and tiny electric bulbs light up the recesses of the engine so that every working part is visible. The Model 681 Nash Six touring car and the Model 684 sedan are in the stock colors of Nash blue with cream wheels. A gold line is pencilled around the bodies. Each seats five passengers. The touring car has 121 inch wheel base, and the sedan 127 inches.

To those who favor the sport models the short wheelbase is a decided appeal. This four-passenger car of the "chummy" type is finished in light carmine and equipped with white wire wheels.

The seven-passenger Nash touring car, Model 671, completes the Nash showing. This car is maroon with cream wheels.

"Hot Spot" Engine Is

Feature of Chalmers

The Chalmers Motor Company comes to the big show with an engine improvement that has already created great interest. The hot-spot, a device of seeming minor importance, has, in fact, been the subject of much study and experimentation. The Chalmers car is equipped to be capable of overcoming the customary drawbacks of an automobile in cold weather.

It is contended that careful measurement and mechanical experiments show that the combination of the hot-spot and the ram's-horn manifold gives more miles to the gallon from the current Chalmers than was formerly obtained even with a better grade of gasoline.

So much has appeared about the hot-spot that, naturally, the Chalmers visitor has let off a volley of hot-spot questions. The complex and distorted expectations that many have as to the size, functions and general appearance of the hot-spot provide amusement at the Chalmers booth.

What the "Hot Spot" Is

Visitors are considerably enlightened and equally surprised to have the hot-spot pointed out as a very simple mechanical device located at the throat of the carburetor and connected with the now well-known ram's-horn manifold in such a manner as scientifically to crack up and mix the air with the fuel, and distribute it to all of the cylinders in such condition that a great percentage of the gasoline used is actually digested and made into super-lative power.

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The reasons? There are two: 1. Men. 2. Methods.

Those same men and those same methods that ran Maxwell from 2,000 a year to its present gigantic proportions now are at work on Chalmers.

Figures like these tell the story:

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fitted with an easily removed locking device. There now is an instrument board instead of the usual dash, now type Hartford absorbers are fitted and the tire size changed to 32 by 4 1/2 C-section tires, instead of 34 by 4 1/2 inches.

The Stutz Company is manufacturing only four cylinder cars with 16-valve T-head engines. The design of the engine is unaltered, which also may be said of the cone clutch, power transmission system, the three-speed rear axle gearset and the axle proper.

Cut-Out Chassis Explains The Inwards of the Dort

The Dort Motor Car Company, of Flint, Mich., is showing a cut-out chassis of the new Model 11. A touring car, a new coupe body, the latest addition to the Fourseason line, and a Fourseason sedan also are shown.

No radical changes are found in the Dort chassis beyond refinements in design and minor mechanical improvements. Simply convenience have been the goal of its engineers.

The body design has been materially improved by changes in the contour of the fenders, and there is a cellular type radiator in place of the tube and fin type formerly in use.

King Changes Are Largely Internal

The King Motor Car Company's eight cylinder product shows little change in outward appearance. The main difference is in the lines and finish of the top and a slight change in the proportions of the seats.

Mechanically, a jacketed intake manifold greatly assists in the vaporization of the fuel. A new type of Atwater-Kent ignition is being used. The brake on the propeller shaft has been removed, and both brakes are now on the rear wheels. Morse chains are employed in the front of the engine. A new cam shaft and mushroom tappet design has been developed, which is extremely quiet.

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